of Federal Regulations, Part 2, are published as a document subject to codification.

1. Section 2.802 of 10 CFR Part 2 is revised to read as follows:

§ 2.802 Petition for rulemaking

(a) Any interested person may petition the Commission to issue, amend or rescind any regulation. The petition should be addressed to the Secretary, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Chief, Docketing and Service Branch.

(b) A prospective petitioner is encouraged to confer with the staff prior to the filing of a petition for rulemaking. Questions regarding applicable NRC regulations sought to be amended, the procedures for filing a petition for rulemaking, or requests for a meeting with the appropriate NRC staff to discuss a petition should be addressed to the Director, Division of Rules and Records, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Chief, Rules and Procedures Branch. A prospective petitioner may also telephone the Division of Rules and Records on (301) 492–7086 to obtain assistance.

(c) Each petition filed under this section shall:

(1) Set forth a general solution to the problem or the substance or text of any proposed regulation or amendment, or specify the regulation which is to be revoked or amended;

(2) State clearly and concisely the petitioner's grounds for and interest in the action requested;

(3) Include a statement in support of the petition which shall set forth the specific issues involved, the petitioner's views or arguments with respect to those issues, relevant technical, scientific or other data involved which is reasonably available to the petitioner, and such other pertinent information as the petitioner deems necessary to support the action sought. In support of its petition, petitioner should note any specific cases of which petitioner is aware where the current rule is unduly burdensome, deficient, or needs to be strengthened.

(d) The petitioner may request the Commission to suspend all or any part of any licensing proceeding to which the petitioner is a party pending disposition of the petition for rule making.

(e) If it is determined that the petition includes the information required by paragraph (c) of this section and is complete, the Director, Division of Rules and Records, or his designee, will assign a docket number to the petition, will cause the petition to be formally docketed, will deposit a copy of the docketed petition in the Commission's Public Document Room, and cause a notice of the docketing of the petition to be published in the **Federal Register**, inviting public comment thereon. Publication will be limited by the requirements of section 181 of the Atomic Energy Act of 1954, as amended, and may be limited by order of the Commission.

(f) If it is determined by the Executive Director for Operations that the petition does not include the information required by paragraph (c) of this section and is incomplete, the petitioner will be notified of that determination and the respects in which the petition is deficient and will be accorded an opportunity to submit additional data. Ordinarily this determination will be made within 30 days from the date of receipt of the petition by the Office of the Secretary of the Commission. If the petitioner does not submit additional data to correct the deficiency within 90 days from the date of notification to the petitioner that the petition is incomplete, the petition may be returned to the petitioner without prejudice to the right of the petitioner to file a new petition.

(g) The Director, Division of Rules and Records, Office of Administration, or his designee, will prepare on a quarterly basis a summary of petitions for rule making pending before the Commission, including the status thereof. A copy of the report will be available for public inspection and copying in the Commission's Public Document Room, 1717 H Street, N.W., Washington, D.C. 20555.

(Secs. 161 and 181, Pub. L. 83–703, 68 Stat. 948 and 953 (42 U.S.C. 2201 and 2231); Sec. 201, as amended, Pub. L. 93–438, 88 Stat. 1243, Pub. L. 94–79, 89 Stat. 413 (42 U.S.C. 5841).)

Dated at Washington, DC, this 16th day of October 1979.

For the Nuclear Regulatory Commission.

Samuel J. Chilk,

Secretary of the Commission.

[FR Doc. 79-32756 Filed 10-24-79; 8:45 am]

BILLING CODE 7590-01-M

FEDERAL HOME LOAN BANK BOARD

12 CFR Part 526

[79-527]

Calculation of Earnings on Savings Accounts

Dated: October 18, 1979.

AGENCY: Federal Home Loan Bank Board.

ACTION: Final rule.

SUMMARY: The Bank Board amends its regulations to allow savings and loan associations that are members of the Federal Home Loan Bank System to calculate interest on savings accounts by using a $^{365}/_{360}$ time factor. This permits members to more effectively compete with other financial institutions by increasing the yield which may be paid on savings accounts.

EFFECTIVE DATE: October 25, 1979.

FOR FURTHER INFORMATION, PLEASE CONTACT: Walter B. Mason, Jr., Department of Supervision, Office of the District Banks (202–377–6556); or Patricia C. Trask, Office of the General Counsel (202–377–6442); Federal Home Loan Bank Board, 1700 G Street, NW., Washington, D.C. 20552.

SUPPLEMENTARY INFORMATION: Under present 12 CFR 526.2(g), a Federal Home Loan Bank System member is authorized to use a $^{365}/_{360}$ time factor to calculate interest on savings accounts only after a determination by the Supervisory Agent that the member would otherwise be at a competitive disadvantage relative to other types of financial institutions in its service area. By eliminating this requirement, the Bank Board is authorizing use of the $^{365}/_{360}$ time factor nationwide. This conforms to the manner in which banks are permitted to calculate interest and provides management with greater latitude in deciding how best to compete for savings funds.

Because the amendment relieves restriction and allows a higher rate of return for savers, the Board finds that notice and public procedure under 5 U.S.C. 553(b) and 12 CFR 508.11 are unnecessary, and delay in effective date following publication, pursuant to 5 U.S.C. 553(d) and 12 CFR 508.14, is unnecessary for the same reasons.

Accordingly, the Board amends paragraph (g) of § 526.2 of the Regulations for the Federal Home Loan Bank System (12 CFR 526.2), to read as follows:

§ 526.2 Maximum rate of return.

* * * * *

(g) *Calculation of earnings.* The time factor used to calculate earnings on a savings account shall be a fraction having as numerator the actual number of days funds in the account earn a return and as denominator 365 or, in leap year, 366. If an account matures in multiples of one month, the numerator may be the corresponding multiple of 30 days. A time factor of $^{360}/_{360}$ or $^{365}/_{360}$ may also be used.

(Sec. 4, 80 Stat. 824 (12 U.S.C. 1425b); Reorg. Plan No. 3 of 1947, 12 FR 4981, 3 CFR, 1943–48 Comp., 1071)

By the Federal Home Loan Bank Board.

J. J. Finn,

Secretary.

[FR Doc. 79-32959 Filed 10-24-79; 8:45 am]

BILLING CODE 6720-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 25, 127, 137

[Docket No. 18247; Amdt. Nos. 25-47; 127-37; and 137-10]

Operations Review Program: Amendment No. 10; Airworthiness, Equipment, and Operating Rules

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The purpose of these amendments is to update and improve certain requirements applicable to airworthiness, aircraft equipment, and operations. These amendments are part of the Operations Review Program and are based on a compilation of proposals prepared for the Operations Review Conference.

EFFECTIVE DATE: December 24, 1979. Compliance dates for certain provisions are different than the effective date.

FOR FURTHER INFORMATION CONTACT: Mr. Norman C. Miller, Safety Regulations Staff, Regulatory Review Branch, AVS-22, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone 202-755-8715.

SUPPLEMENTARY INFORMATION:

History

These amendments are the tenth in a series of amendments to be issued as part of the Operations Review Program. The following amendments of the series have previously been issued as part of the Operations Review Program:

Amendment No.	Title	Federal Register (FR) citation
1	Clarifying and Editorial Changes.	(41 FR 47227; Oct. 28, 1976)
2	Rotorcraft External-Load Operations.	(42 FR 24196; May 12, 1977, amended by 42 FR 32531; June 27, 1977.)
2A	Special Federal Aviation Regulation No. 36, Development of Major Repair Data.	(43 FR 3084; Jan. 23, 1978.)
3	Airspace, Air Traffic, and General Operating Rules.	(44 FR 15654; Mar. 15, 1979.)
4	Miscellaneous Amendments.	(43 FR 22636; May 25, 1978.)
5	Certification and Operations: Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft.	(43 FR 22643; May 25, 1978, amended by 43 FR 28403; June 29, 1978.)
6	General Operating and Flight Rules and Related Airworthiness Standards and Crewmember Training.	(43 FR 46230; Oct. 5, 1978.)

These amendments are based on a notice of proposed rule making (Notice 78-12) published in the **Federal Register** on August 24, 1978 (43 FR 37958). All interested persons have been given an opportunity to participate in the making of these amendments and due consideration has been given to all matters presented. A number of substantive changes and changes of an editorial and clarifying nature have been made to the proposed rules based upon relevant comments received and upon further review by the FAA. Except for minor editorial and clarifying changes and the substantive changes discussed below these amendments and reasons for their adoption are the same as those contained in Notice 78-12.

Discussion of comments

The following discussions are keyed to the like-numbered proposals contained in Notice 78-12.

Proposal 10-1. Several commenters objected to proposed § 25.772(a) stating that: (1) The possibility of door jamming is remote due to aircraft design; (2) Cockpit crash axes offer an equivalent method; (3) Maintenance and cockpit security would be adversely affected; and (4) A conflict exists between this proposal and §§ 25.772 and 25.809(b).

Some airplanes are designed to preclude floor deformation and subsequent door jamming; however, this proposal provides for any door jamming condition which could occur regardless of aircraft design. The use of a crash axe does not provide the same degree of access to the passenger compartment from the cockpit. Under certain conditions, the crash axe may not provide access until a considerable period of time has elapsed. Cockpit security would not be compromised since the requirement applies to new designs and allows sufficient design flexibility.

There is no conflict between this proposal and §§ 25.772 and 25.809(b) as stated by the commenter. Current § 25.772 requires that crewmembers have access to emergency exits without using cockpit doors, while this proposal provides for access to the cabin area if the cockpit door becomes jammed. Section 25.809(b) concerns the deformation of emergency exits and not cockpit doors.

One commenter objected to the use of the word "means" since the word implies a special device and suggested wording of a more general nature. The word "means" is not restrictive and its use in the regulation provides the necessary flexibility. One commenter believed the proposed requirement would not be appropriate for cargo or cargo/passenger configurations. With respect to a cargo only configuration, there are no passengers to assist, and it is unnecessary for the crew to have access to the passenger compartment. With respect to the passenger/cargo configuration, the FAA has determined that the means for access to the passenger compartment must be available and proposed § 25.772 is revised by providing this access.

Proposal 10-2. One commenter objected to proposed § 25.809(f)(1)(iii) stating that redesigning all slides to be equally effective with the aircraft in various positions would be difficult and recommended that the proposal be withheld until a different design concept is developed. Present provisions in § 25.809(h) require that slides be self-supporting after collapse of one or more legs of the landing gear. After further review, it appears desirable to retain these provisions and add to them, as provided in the notice, the provision that the slide provide safe evacuation of the occupants to the ground. It is not anticipated that this provision would require a different design concept than currently employed.

Another commenter recommended revisions to the proposal that would provide exception from the requirement if the slide is fitted on an exit that is not suitable for use after a minor crash landing. Exit suitability is not solely predicated upon minor crash landings and therefore does not represent a design condition which could be satisfied under this comment. Accordingly, proposed § 25.809(f)(1)(iii) is adopted as noted.

Proposal 10-3. The Society of Automotive Engineers, Inc., objected to proposed § 25.812 stating that the problem in the two cases cited in the National Transportation Safety Board report (NTSB-AAS-74-3), referred to in the notice, was due to crew training and not the failure of the lighting system. In both cases, poor crew coordination and not the failure of the lighting system resulted in improper activation of the emergency lighting systems during evacuation. They also stated that in

some aircraft which utilize fuselage-mounted floodlights for escape device illumination, valuable illumination of the area surrounding the escape device permits safe movement of evacuees away from the crash site. These floodlights also assist rescue teams in rapidly locating the portion of the wreckage containing survivors in times of darkness. Modification to reconnect these floodlights to an escape-device-lighting-system instead of the cabin emergency lighting system would create a less reliable system, considering the additional switches (or erection sensing devices) and wiring harness which would be necessary to connect the escape device to the floodlights on the fuselage. The SAE Committee considered the proposed rules concerning emergency lighting of exterior escape devices and the time compliance limitations to be unnecessary, economically unjustified and not necessarily in the best interest of safety. After review of these comments and in conjunction with studies conducted by the agency regarding the current lighting requirements, the FAA has determined that safety would not be improved as a result of this proposal and accordingly proposed § 25.812 is withdrawn.

Proposal 10–4. Six commenters objected to proposed § 121.310(h)(1)(iii) stating the cost of retrofitting all airline aircraft would be prohibitive and unwarranted. For example, three major airlines estimated that the cost of such a retrofit would be approximately $971,000, $608,399, and $870,000 respectively per fleet, and believe the proposal should be withdrawn. The FAA has analyzed these figures and determined they accurately reflect the retrofit cost burden that would be imposed on these airlines. In light of this determination and the fact that proposed § 25.812 (Proposal 10–3) has been withdrawn and in accordance with Executive Order 12044, and the Department of Transportation Regulatory Policies and Procedures which are intended to reduce the unnecessary burden on the public, the FAA concludes that this proposal would impose financial burdens on the public not commensurate with an increase in safety. Accordingly, proposed § 121.310(h)(1)(iii) is withdrawn.

Proposal 10–5. Several commenters objected to proposed § 121.313(f) contending that the proposal should be withdrawn because it is economically unjustified, and limits the designer's options in its applicability to existing airplanes, with possible compromise in cockpit security. They believe that to design, test, fabricate, install, and certificate such a type of egress to meet the intent of this proposal would have a cost impact of more than $100,000 per aircraft. The FAA acknowledges that there is merit to these contentions since retrofit of existing aircraft would be difficult and expensive. Accordingly, proposed § 121.313(f) is withdrawn.

Proposal 10–6. No unfavorable comments were received on the proposed revision to § 127.103(b). However, this proposal will require the replacement of many existing altimeters. Additionally, the FAA has determined that a one-year period should be allowed for manufacture, transportation, and installation of this equipment. Accordingly, this proposal will not become effective until one year after the effective date of these amendments.

Proposal 10–7. One commenter stated that the proposed requirement for a passenger's name and home address has no effect on flight safety and increases paperwork, time, and cost. Another commenter objected because the proposal would create an economical and operational burden. The commenter stated that it is difficult to obtain the additional information from passengers during flights having short time periods between connecting flights, or on international flights where passengers do not speak English. The commenter also stated that fixed-wing air carriers are not required to obtain this information. This statement is partially correct. Current Part 121 requires supplemental air carriers and commercial operators to include passenger names, but not addresses, on the load manifest. The FAA proposed in Notice No. 78–7 (43 FR 20448; May 11, 1978), to extend this requirement to domestic and flag air carriers.

In view of the comments received and after further review, proposed § 127.305 is revised by deleting "home addresses" and by inserting the word "persons" in place of "passengers".

Proposal 10–8. No unfavorable comments were received on the proposed revision to § 127.307(a). Accordingly, the proposal is adopted without substantive change.

Proposal 10–9. The majority of the commenters objected to the proposal to limit the duration of the Part 137 operator certificate to twenty-four months stating that the proposal is unnecessary, serves no useful purpose, and would not enhance safety. They stated that this proposal would: (1) Impose an unnecessary burden on the legitimate operator; (2) Require additional paperwork; (3) Possibly cause administrative problems during renewal certification; (4) Not improve the availability of the transient type operators to the FAA; and (5) Create a financial hardship to the agricultural aircraft operator if a delay in the renewal process causes that operator's certificate to expire during the busy season.

As stated in the notice, the FAA has difficulty in adequately monitoring the activities of these certificate holders to assure compliance with and understanding of applicable rules. However, as stated by one commenter, this regulation would probably not improve the availability of transient-type operators since many would change their place of business after renewal. For this reason, and in accordance with Executive Order 12044 and the Department of Transportation Regulatory Policies and Procedures which are intended to reduce the unnecessary burden on the public, the FAA concludes that this proposal would impose administrative burdens on the FAA and the public not commensurate with an increase in safety. Accordingly, proposed § 137.15 and related revisons to §§ 137.19 and 137.21 are withdrawn.

Proposal 10–10. See Proposal 10–9 for a discussion of comments related to the proposed amendment to § 137.19 and for the withdrawal of that proposal.

Proposal 10–11. See Proposal 10–9 for a discussion of comments related to the proposed revision to § 137.21 and for the withdrawal of that proposal.

Proposal 10–12. Two commenters stated the proposed shoulder harness requirement was already covered in § 91.7(b). The FAA does not agree. Current § 91.7(b) provides only for the fastening of shoulder harnesses during takeoff and landings and not during the entire flight operation. Many of the commenters concurred with the use of seat belts and shoulder harnesses but objected to a mandatory requirement because it would curtail the pilots discretion in using them.

Other commenters contend that the use of shoulder harnesses could restrict the pilot's movement in performing required duties during certain operations.

In view of these comments and after further review the FAA agrees that under certain operations shoulder harnesses could interfere with pilot duties. Accordingly, proposed § 137.42 is revised to except the use of shoulder harnesses if the pilot is unable to perform required pilot duties with the shoulder harness fastened.

Adoption of the Amendments

Accordingly, Parts 25, 127, and 137 of the Federal Aviation Regulations (14

CFR Parts 25, 127, and 137) are amended as follows, effective December 24, 1979.

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

1. By amending § 25.772(a) by adding a new sentence to read as follows:

§ 25.772 Pilot compartment doors.

(a) * * * However, for passenger configuration, means must be provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the cockpit door becomes jammed.

* * * * *

2. By revising § 25.809(f)(1)(iii) to read as follows:

§ 25.809 Emergency exit arrangement.

* * * * *

(f) * * *

(1) * * *

(iii) It must be of such length after full deployment that the lower end is self-supporting on the ground and provides safe evacuation of occupants to the ground after collapse of one or more legs of the landing gear.

* * * * *

PART 127—CERTIFICATION AND OPERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS

3. By revising § 127.103(b) to read as follows:

§ 127.103 Flight and navigational equipment.

* * * * *

(b) A sensitive altimeter; however, after December 24, 1980, an altimeter that meets the performance and environmental standards of § 37.20 of this chapter, or equivalent.

* * * * *

4. By amending § 127.305 by adding a new paragraph (a)(6) to read as follows:

§ 127.305 Load manifest.

(a) * * *

(6) Names of persons unless the certificate holder maintains that information by other means.

* * * * *

5. By revising § 127.307(a) to read as follows:

§ 127.307 Disposition of load manifest and flight release.

(a) The pilot in command of a helicopter shall carry in the helicoper to its destination, a copy of the completed load manifest (or information from it except with respect to cargo, passenger distribution, and the passenger list) and the flight release.

* * * * *

PART 137—AGRICULTURAL AIRCRAFT OPERATIONS

6. By adding a new § 137.42 to read as follows:

§ 137.42 Fastening of safety belts and shoulder harnesses.

No person may operate an aircraft in operations required to be conducted under Part 137 without a safety belt and shoulder harness properly secured about that person except that the shoulder harness need not be fastened if that person would be unable to perform required duties with the shoulder harness fastened.

(Secs. 313, 314, and 601 through 610, Federal Aviation Act of 1958 (49 U.S.C. 1354, 1355, and 1421 through 1430) and section 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The Federal Aviation Administration has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the final evaluation prepared for this document is contained in the docket. A copy of it may be obtained by writing to the person and address listed under "For Further Information Contact".

Issued in Washington, D.C., on October 17, 1979.

Langhorne Bond,

Administrator.

[FR Doc. 79-32712 Filed 10-24-79; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 79-GL-16-AD; Amdt. 39-3596]

Airworthiness Directives; Bellanca Model 7ECA, 8KCAB, and 8GCBC Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), which requires an inspection and alignment of the exhaust system on certain Bellanca Model 7ECA, 8KCAB, and 8GCBC aircraft. The AD is prompted by several reports of exhaust system tubing breakage which could result in an unsafe condition.

DATES: Effective—October 29, 1979.

Compliance required within the next 30 days or 10 hours of aircraft time in service after the effective date of this AD, unless already accomplished.

ADDRESSES: Bellanca Service Letter Number C-138 may be obtained from Bellanca Aircraft Corporation, P.O. Box 614, Alexandria, Minnesota 56308.

A copy of Bellanca Service Letter Number C-138 is contained in the Rules Docket, Office of the Regional Counsel, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION CONTACT: C. Biemond, Service Difficulty Section, AGL-217, Engineering and Manufacturing Branch, Flight Standards Division, FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone 312 694-4500, extension 359.

SUPPLEMENTARY INFORMATION: There have been reports of tubing breaks on the exhaust systems of certain Bellanca Model 7ECA, 8KCAB, and 8GCBC aircraft. Since this condition is likely to exist or develop on other airplanes of the same type design, an airworthiness directive is being issued which requires the inspection and alignment of the exhaust system on certain Bellanca Model 7ECA, 8KCAB, and 8GCBC aircraft.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

Bellanca: Compliance is required within the next 30 days or 10 hours of aircraft time in service, whichever occurs first, after the effective date of this AD, unless already accomplished. To prevent exhaust system cracking, accomplish the following on Bellanca Model 7ECA (S/N 985-74 thru 1319-79), 8KCAB (S/N 120-74 thru 550-79 equipped with Lycoming AEIO-360 series engine), and 8GCBC (S/N 1-74 thru 323-79) aircraft:

1. Remove the upper and lower engine cowling.

2. Inspect exhaust system with particular attention to the welded area between the riser tube and the exhaust flange, for cracks, fractures or evidence of exhaust leakage. Remove the heater shroud and inspect the muffler body for cracks, fractures or evidence of exhaust

leakage. If any exhaust system component is cracked or otherwise damaged, remove the exhaust system and repair/replace damaged parts in accordance with FAA Advisory Circular 43.13-1A.

3. Loosen exhaust port stud nuts several turns; check bead clamps for tightness such that the clamps cannot rotate on the exhaust system with hand pressure. The riser flanges (1) must have equal spacing to the exhaust port pad at both studs (a small amount of flange bow is acceptable), (2) must be free to move up and down on the exhaust port studs without binding and (3) must all contact the exhaust port pads together.

4. If any of the alignment checks are unsatisfactory, determine the cause for the misalignment and repair or replace the part as required.

5. Assemble exhaust system and install on engine with loose exhaust port stud nuts and bead clamp bolts. Torque exhaust port stud nuts to the correct value. Tighten bead clamp bolts until clamps secure risers to exhaust system but allow clamps to rotate with hand pressure; the bead clamps *should not be rigidly clamped to the tubes* but should be able to rotate on the tubes with moderate hand pressure on the clamp assembly.

Note.—Torque all exhaust port stud nuts evenly and tighten bead clamp bolts evenly to insure uniform loads within the exhaust system parts; torquing bolts individually can cause very large stresses.

6. Inspect exhaust system for proper clearance between ducts, wiring, controls, etc. before reinstallation of the cowling. Install lower cowling and inspect for proper clearance between exhaust outlet and cowl.

7. Reinstall the lower and upper engine cowling.

Bellanca Service Letter Number C-138 covers this same subject.

Any equivalent method of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Great Lakes Region.

This amendment becomes effective October 29, 1979.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The Federal Aviation Administration has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

A copy of the final evaluation prepared for this document is contained in the docket. A copy of it may be obtained by writing to C. Biemond, Engineering and Manufacturing Branch, AGL-217, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

Issued in Des Plaines, Illinois on October 12, 1979.

Wayne J. Barlow,

Director.

[FR Doc. 79-32713 Filed 10-24-79; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 79-SO-60; Amdt. No. 39-3595]

Airworthiness Directives; Piper Model PA-28 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) which requires the modification of the fuel tank vents and the replacement of the fuel tank vent connector hoses on certain Piper Model PA-28 series airplanes. The AD is prompted by reports of broken fuel tank vent hoses which has resulted in fuel leakage and the presence of fuel vapors in the cabin causing a possible fire hazard.

DATE: Effective October 26, 1979. Compliance required within the next 50 hours' time in service after the effective date of this AD unless already accomplished.

ADDRESSES: The applicable service bulletin may be obtained from Piper Aircraft Corporation, 820 East Bald Eagle Street, Lock Haven, Pennsylvania 17745.

A copy of the Service Bulletin is also contained in Room 275, Engineering and Manufacturing Branch, FAA, Southern Region, 3400 Whipple Street, East Point, Georgia.

FOR FURTHER INFORMATION CONTACT: Gil Carter, ASO-214, Engineering and Manufacturing Branch, FAA, Southern Region, P.O. Box 20636, Atlanta, Georgia 30320, telephone (404) 763-7435.

SUPPLEMENTARY INFORMATION: There have been reports of broken fuel vent connector hoses which resulted in fuel leaking in the wing and draining to the wing root on certain Piper Model PA-28 series airplanes. This condition causes fuel fumes in the cabin and results in a potential fire hazard. Since this condition is likely to exist or develop in other airplanes of the same type design, an Airworthiness Directive is being issued which requires the modification of the fuel tank vent line and the replacement of the fuel vent connector hoses with an improved hose on certain Piper Model PA-28 series airplanes.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive (AD):

Piper Aircraft Corporation: Applies to Model PA-28-161, serial numbers 28-7816024 through 28-7916475; Model PA-28-181, serial numbers 28-7890023 through 28-7990493, Model PA-28-201T, serial numbers 28-7921001 through 28-7921068; Model PA-28R-201, serial numbers 28R-7737135 through 28R-7837317; Model PA-28RT-201, serial numbers 28R-7918001 through 28R-7918172; Model PA-28R-201T, serial numbers 28R-7703309 through 28R-7803373; Model PA-28RT-201T, serial numbers 28R-7931001 through 28R-7931222; Model PA-28-235, serial numbers 28-7710079 through 28-7710089; and Model PA-28-236, serial numbers 28-7911001 through 28-7911204 airplanes certificated in all categories.

Compliance required within the next 50 hours' time in service after the effective date of this AD unless already accomplished.

To prevent possible fuel leakage and potential fire hazard, accomplish the following:

a. De-fuel the aircraft in accordance with the Piper Service or Maintenance Manual, for the appropriate model aircraft.

b. Remove the right hand and left hand fuel tanks in accordance with the Piper Service or Maintenance Manual for the appropriate model aircraft.

c. Modify the fuel tank vent system in accordance with the instructions listed in the "Fuel Tank Vent Modification and Vent Hose Replacement" Kit, Piper part number 763 934V.

d. Reinstall the fuel tanks in accordance with instruction in the appropriate Piper Service or Maintenance Manual.

Caution

Do not allow lines or hoses to rotate during installation and tightening when attaching the fuel lines to the tank fittings to prevent fuel flow obstruction due to hose twisting.

e. Refuel the aircraft and check for leaks and fuel quantity gauge function.

f. Make an appropriate maintenance record entry.

g. An equivalent method of compliance may be approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southern Region.

Note.—Piper Service Bulletin 646 pertains to this subject. This amendment is effective October 26, 1979.